

Transportation Investment Act (TIA) Constrained Project List

Scenario C - Transit Emphasis Investment List

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Project ID	Project Name	Project Type	Subregion	Notes	Recommended TIA Funds
TIA-AR-023	I-285 East at I-20 East - Interchange Improvements	Roadway	I-285 Corridor	Project is in PLAN 2040 in 2020 network year; proposed for TIA funding due to critical bottleneck on east side of region; freeing up federal funds within TIP provides some cushion in the event that reauthorization reduces overall level of funding significantly; assumed 50% federal leveraging under scenarios B and C	\$ 47,285,900
TIA-AR-024	State Bridge Road / Pleasant Hill Road from SR 141 (Medlock Bridge Road) to Chattahoochee River - Widening	Roadway	North Subregion	Project is in PLAN 2040 in 2040 network; this congested corridor is a key connection between activity centers in Gwinnett and northern Fulton Counties; complementary project to maximize investment made under TIA-GW-042	\$ 10,000,000
TIA-AR-027	I-85 South at SR 138 (Jonesboro Road) - Interchange Improvements	Roadway	Southwest Subregion	Project is in PLAN 2040 in 2030 network; serves major freight center along Oakley Industrial Boulevard; should link design with TIA-FS-008 to ensure that solution for this entire section of I-85 is holistic; assumed 50% federal leveraging under scenario C	\$ 14,030,997
TIA-AR-029	SR 138/20 (Walnut Grove Road) at I-20 East - Interchange Improvements	Roadway	East Subregion	Project is in PLAN 2040 in 2030 network year; critical interchange for Rockdale County commercial center; located on key cross-regional arterial (MAC); assumed 50% federal match under scenario C; design should be done in conjunction with TIA-RO-003 and TIA-RO-007	\$ 24,461,600
TIA-AR-030	I-285 North at SR 400 - Interchange Improvements	Roadway	I-285 Corridor	Project is included in PLAN 2040 within a much larger PPP initiative proposed along I-285 corridor, but not currently planned for completion until 2040 network; this is a key interchange that could be done independent of the PPP and will facilitate mobility across the entire northern tier of the region; leverages investment made under TIA-FN-014; proposed for 50% federal leveraging under all scenarios	\$ 250,000,000
TIA-AR-037	MARTA North Heavy Rail Line Extension to SR 140	Transit	North Subregion	While not staff recommended due to the relatively high cost and lower ridership, project should still be advanced through pipeline in the event that other funding sources become available; recommendation is for funds to continue environmental, design and engineering work; capital cost is \$883.0M and 20 years of O&M is \$59.8M	\$ 33,000,000
TIA-AR-040	I-85 North at I-285 - Interchange Improvements	Roadway	I-285 Corridor	Key regional bottleneck; assumed 50% federal leveraging under scenario C	\$ 26,500,000

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TIA-AR-041	GRTA Xpress System - Capital and Operations Funding for Existing Services	Transit	Regional	Important mobility option for areas of the region without the densities to support rail; continuation of service is assumed in PLAN 2040, although no state funds have been committed beyond 2012; recommendation is to fully fund existing network	\$ 180,100,000
TIA-AR-042	GRTA Xpress System - Capital and Operations Funding for System Expansion	Transit	Regional	Expansion of system can help address needs not able to be met under TIA by more expensive, longer term fixed guideway transit projects; recommendation is to partially fund request and focus service expansion decisions along corridors prioritized for longer-term fixed guideway rail service to build ridership	\$ 150,000,000
TIA-AR-044	Regional Mobility Call Center and Enhanced Transportation Services for Older Adults and Persons with Disabilities	Transit	Regional	Minimal investment that could significantly increase knowledge and utilization of existing transit services by target population groups, while also providing funds to expand options for those unable to use traditional fixed route transit services	\$ 17,000,000
TIA-AT-001 series	Multiple Projects in City of Atlanta	Roadway	Central Subregion	City of Atlanta has basic infrastructure needs within activity centers that cannot be met due to lack of a local SPLOST; this allocation should be strategically targeted where need and return on investment is greatest	\$ 20,000,000
TIA-AT-001(10)	Martin Luther King, Jr. Drive Between Forsyth Street and Spring Street - Bridge Replacement	Roadway	Central Subregion	Maintaining bridges in the region's core, in close proximity to major employment and recreational destinations, must be a top priority for economic development and security reasons; existing federal bridge program is insufficient to address all needs	\$ 19,317,480
TIA-AT-001(11)	Martin Luther King, Jr. Drive Between Mitchell Street and Spring Street - Bridge Replacement	Roadway	Central Subregion	Maintaining bridges in the region's core, in close proximity to major employment and recreational destinations, must be a top priority for economic development and security reasons; existing federal bridge program is insufficient to address all needs	\$ 49,420,199
TIA-AT-001(5)	Courtland Street at CSX Rail Line and MARTA East Line - Bridge Replacement	Roadway	Central Subregion	Maintaining bridges in the region's core, in close proximity to major employment and recreational destinations, must be a top priority for economic development and security reasons; existing federal bridge program is insufficient to address all needs	\$ 45,725,112

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TIA-AT-003	US 78 (Bankhead Highway / DL Hollowell Boulevard) Bus Rapid Transit Between Bankhead MARTA Station in Atlanta and Douglasville - Includes Roadway Operational Improvements	Transit	West Subregion	Under scenarios with greater amount of funding for transit, arterial BRT services are the most viable option for expanding network coverage; this service is along a key commute corridor with a great number of transit dependent riders	\$ 89,600,000
TIA-AT-004 to TIA-AT-007	Atlanta Beltline Streetcar Circulator and Trail	Transit	Central Subregion	Project is in PLAN 2040, but implementation is far in the future due to lack of long term operating revenue stream; key mobility option that expands destinations accessible by rail system; also an economic development priority for City of Atlanta; recommendation is to fund at a set amount and then determine what is the most effective use of the allocated funds	\$ 700,000,000
TIA-AT-011	SR 54 (Jonesboro Road) from Thirkeld Avenue to Helena Street - Complete Street Improvements	Bike/Ped	Central Subregion	Corridor with pedestrian access and safety issues due to high traffic volumes	\$ 10,000,000
TIA-CH-004	SR 140 (Hickory Flat Highway / Arnold Mill Road) at Little River - Bridge Replacement	Roadway	North Subregion	Multiple projects along SR 140 corridor are in PLAN 2040 in various network years, primarily in 2030; key mobility corridor for Cherokee and northern Fulton Counties; TIA funding provides ability to design corridor to meet local desires, which may not be possible using federal funds due to FHWA logical termini requirements	\$ 4,117,824
TIA-CH-005	SR 140 (Hickory Flat Highway) from East Cherokee Drive to Mountain Road - Widening	Roadway	North Subregion	Multiple projects along SR 140 corridor are in PLAN 2040 in various network years, primarily in 2030; key mobility corridor for Cherokee and northern Fulton Counties; TIA funding provides ability to design corridor to meet local desires, which may not be possible using federal funds due to FHWA logical termini requirements	\$ 89,240,975
TIA-CH-006	SR 140 (Hickory Flat Highway) from I-575 to East Cherokee Drive - Widening	Roadway	North Subregion	Multiple projects along SR 140 corridor are in PLAN 2040 in various network years, primarily in 2030; key mobility corridor for Cherokee and northern Fulton Counties; TIA funding provides ability to design corridor to meet local desires, which may not be possible using federal funds due to FHWA logical termini requirements	\$ 90,392,938

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TIA-CH-009	SR 140 (Hickory Flat Highway / Arnold Mill Road) from Mountain Road to Fulton County Line - Widening	Roadway	North Subregion	Multiple projects along SR 140 corridor are in PLAN 2040 in various network years, primarily in 2030; key mobility corridor for Cherokee and northern Fulton Counties; TIA funding provides ability to design corridor to meet local desires, which may not be possible using federal funds due to FHWA logical termini requirements	\$ 77,432,601
TIA-CL-006	Clayton County Local Bus / Fixed Route Transit Service	Transit	South Subregion	Reestablishing local bus service for a large transit dependent population should be a priority; recommendation is to partially fund system to create a partnership so that county residents still have a direct financial responsibility in their local transit	\$ 75,000,000
TIA-CL-012	SR 54 (Fayetteville Road) from McDonough Road in Fayette County to US 19/41 (Tara Boulevard) in Clayton County - Widening	Roadway	South Subregion	Project is in PLAN 2040 in 2030 network year; key mobility corridor for Fayette and Clayton Counties commuters to access I-75 and I-285	\$ 40,088,373
TIA-CL-013	SR 85 from Adams Drive to I-75 South (includes interchange) - Widening	Roadway	South Subregion	Project is in PLAN 2040 in 2030 network year; key mobility corridor for Fayette and Clayton Counties commuters to access I-75 and I-285	\$ 33,900,000
TIA-CL-018	US 19/41 (Tara Boulevard) from I-75 South to SR 54 (Fayetteville Road) - Super Arterial Concept	Roadway	South Subregion	While not part of the financially constrained element of PLAN 2040, proposed improvements identified in ARC-sponsored US 19/41 Multimodal Corridor Plan; this is the primary north/south corridor in this part of the region; significant upgrades may provide	\$ 150,000,000
TIA-CO-001	Busbee Frey Connector from Busbee Parkway to Frey Road - New Alignment	Roadway	Northwest Subregion	Project is in PLAN 2040 in 2020 network year; currently proposed for local funding; provides relief to extremely congested interchange of I-75 and Chastain Road, which serves Town Center and KSU; high priority for Cobb County and CID	\$ 20,000,000
TIA-CO-003	Cobb Community Transit (CCT) - Operating Assistance	Transit	Northwest Subregion	Supporting existing transit services should be a priority; recommendation is to partially fund request so that county residents still have a direct financial responsibility in their local transit service (comparable to citizens in Gwinnett, DeKalb and Fulton)	\$ 50,000,000

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Project ID	Project Name	Project Type	Subregion	Notes	Recommended TIA Funds
TIA-CO-006	US 41 (Cobb Parkway) from Barrett Parkway to Bartow County - Intersection Improvements at Nine Locations	Roadway	Northwest Subregion	Maximizing capacity through operational improvements, rather than traditional capacity expansion, must be a priority; key mobility corridor for northeast subregion which connects multiple activity centers and town centers and is the primary reliever route for I-75	\$ 9,755,000
TIA-CO-008	US 41 (Cobb Parkway) Transit Improvements	Transit	Northwest Subregion	Investment to maximize potential of existing transit services along this key mobility corridor, while also laying groundwork for future fixed guideway rail service	\$ 27,500,000
TIA-CO-012	I-75 North at Chastain Road / Frey Road - Interchange Improvements	Roadway	Northwest Subregion	Major bottleneck in the northwest subregion; provides access to Town Center commercial center and Kennesaw State University; to keep in all three scenarios, assumed 50% federal leveraging under Scenario C	\$ 20,800,000
TIA-CO-013	I-75 North at Windy Hill Road - Interchange Improvements	Roadway	Northwest Subregion	Major bottleneck in the northwest subregion; provides access to Cumberland regional employment center; to keep in all three scenarios, assumed 50% federal leveraging under Scenario C	\$ 60,000,000
TIA-CO-035	US 41 (Cobb Parkway) Fixed Guideway Transit - Phase 1 from Midtown to Cumberland	Transit	Northwest Subregion	"Down payment" on a fixed guideway rail service to connect Cobb County to MARTA system; project is in PLAN 2040, but not in constrained plan due to current lack of viable operator and long-term operating fund source; recommendation is to provide sufficient funding to serve Atlantic Station / Northside Drive area in all scenarios, with possible additional extension (or ROW preservation) under Scenarios B and C; capital cost is \$1,167.4M and 20 years of O&M is \$192.9M	\$ 400,000,000
TIA-CO-043	US 41 (Cobb Parkway) at Windy Hill Road - Grade Separation	Roadway	Northwest Subregion	Key regional mobility corridor that links multiple activity centers in Cobb County and is primary reliever route for I-75 North; although not in PLAN 2040, should be considered integral to success of future fixed guideway transit service along the corridor; design must facilitate high quality transit through this major bottleneck	\$ 110,000,000
TIA-DK-007	Decatur to Clifton Corridor - Transit Connectivity and Safety Improvements	Bike/Ped	Central Subregion	Links a major employment center with a town center and heavy rail station; should be designed to complement future potential fixed guideway transit service in the vicinity	\$ 10,000,000
TIA-DK-016	SR 42 (Briarcliff Road) from Henderson Mill Road to Clifton Road - Corridor Improvements	Roadway	Central Subregion	Extremely congested corridor with no opportunity for widening; recommendation is to fund at a reduced level under all scenarios and scale project accordingly	\$ 30,000,000

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TIA-DK-018	SR 13 (Buford Hwy) from Lenox Road to Shallowford Terrace - Pedestrian, Landscape and BRT Improvements	Bike/Ped	Central Subregion	Portion of project in PLAN 2040 in 2016 network, but implementation has been delayed repeatedly; corridor is extremely dangerous for pedestrians and is center of low income immigrant populations in region; TIA funding is an opportunity to invest significant funds to ensure it is designed commensurate with magnitude of issues which exist	\$ 21,884,000
TIA-DK-021	Clifton Road at CSX Railroad - Bridge Replacement and Associated Improvements to Haygood Road	Roadway	Central Subregion	Maintaining bridges in the region's major employment and educational centers, must be a top priority for economic development reasons; also a security aspect to this project due to proximity of CDC; existing federal bridge program is insufficient to address all needs	\$ 39,000,000
TIA-DK-043	Panola Road from SR 155 (Snapfinger Road) to Redan Road - Widening and Corridor Improvements	Roadway	East Subregion	Key north/south mobility corridor in the eastern subregion; recommendation is fund at a reduced level and scale scope accordingly	\$ 50,000,000
TIA-DK-047 series	Multiple Resurfacing Projects in DeKalb County	Roadway	Central Subregion	DeKalb County has basic infrastructure needs within activity centers that cannot be met due to lack of a local SPLOST; this allocation should be strategically targeted where need and return on investment is greatest; recommendation is to fully fund all projects grouped under TIA-DK-047 series	\$ 15,220,000
TIA-DK-050 series	Multiple Pedestrian Projects in DeKalb County	Bike/Ped	Central Subregion	DeKalb County has basic infrastructure needs within activity centers that cannot be met due to lack of a local SPLOST; this allocation should be strategically targeted where need and ROI is greatest; recommendation is to fully fund all projects grouped under TIA-DK-050 series	\$ 16,425,000
TIA-DK-055	I-20 East at Panola Road - Interchange Improvements	Roadway	East Subregion	Project is in PLAN 2040 in 2030 network; complementary project integral to the success of TIA-DK-043; keeping in all three scenarios required assuming 50% federal leveraging in Scenario C	\$ 10,600,000
TIA-DK-059	Perimeter Center Intelligent Transportation System (ITS) Program	Roadway	North Subregion	Low cost project that improve circulation with a major employment and commercial center	\$ 1,000,000
TIA-DO-002	I-20 West from I-285 West to SR 5 - ITS and Western Regional Traffic Control Center	Roadway	West Subregion	Extending NaviGator system coverage should be a priority; in order to keep in all three scenarios, assumed 50% federal leveraging under Scenario C	\$ 9,500,000

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TIA-DO-003	SR 92 from Fairburn Road to Dallas Highway - Phases I, II and III Realignment	Roadway	West Subregion	Project is in PLAN 2040 in 2020 network; key cross-regional mobility corridor (on Metro Arterial Connector); although fully funded within TIP, recommendation is to consider for TIA funding to ensure deliverability in the event reauthorization results in less future federal funding; in order to keep in all three scenarios, assumed 50% federal leveraging under Scenario C	\$ 22,400,000
TIA-DO-004	I-285 West at I-20 West - Interchange Improvements	Roadway	I-285 Corridor	Project in PLAN 2040 in 2030 network; major bottleneck for entire western portion of region, especially for freight; in order to keep in all three scenarios, assumed 50% federal leveraging under Scenario C	\$ 74,500,000
TIA-DO-009	Dorris Road Multiuse Path Phase 1 - Transportation Center to Prestley Mill Road	Bike/Ped	West Subregion	Connects to multimodal center; should consider merging TIA-DO-009 and TIA-DO-010 into a single project	\$ 650,000
TIA-DO-010	Dorris Road Multiuse Path Phase 2 - Prestley Mill Road from I-20 West to Slater Mill Road	Bike/Ped	West Subregion	Connects to multimodal center; should consider merging TIA-DO-009 and TIA-DO-010 into a single project	\$ 2,212,700
TIA-DO-018	SR 6 (Thornton Road) from Paulding County Line to Riverside Parkway - Truck Friendly Lanes, ITS, Intersection Improvements and Partial Widening	Roadway	West Subregion	Related improvements along corridor in PLAN 2040, but this is a scaled-down concept that focuses on operational improvements rather than traditional capacity expansion; major commute and freight corridor for western subregion	\$ 45,000,000
TIA-FA-003	East Fayetteville Bypass Segment 1 (South) from South Jeff Davis Road to SR 54 (East Lanier Avenue) - New Alignment and Widening	Roadway	South Subregion	Project is in PLAN 2040 in 2020 network; as currently programmed, reliant on significant local funding; provides alternate route for through traffic to avoid Fayetteville town center, which will enhance livability and economic development opportunities	\$ 28,275,000
TIA-FA-004	East Fayetteville Bypass Segment 2 (North) from SR 54 (East Lanier Avenue) to SR 85 - New Alignment and Widening	Roadway	South Subregion	Project is in PLAN 2040 in 2020 network; as currently programmed, reliant on significant local funding; provides alternate route for through traffic to avoid Fayetteville town center, which will enhance livability and economic development opportunities	\$ 9,113,000
TIA-FA-006	SR 85 Phase 1 from Bernhard Road to Grady Avenue - Widening	Roadway	Southwest Subregion	Project is in PLAN 2040, partially in 2030 network; key mobility corridor for southern subregion and improves accessibility to Fayetteville town center	\$ 23,966,000
TIA-FA-010	South Industrial Park Path Connection	Bike/Ped	Southwest Subregion	Cart paths provide an important mobility option for residents of Peachtree City and rest of Fayette County, reducing need for more expensive capacity expansion projects	\$ 1,207,701

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TIA-FA-019	SR 54 West and Gateway Bridge Path Connections	Bike/Ped	Southwest Subregion	Cart paths provide an important mobility option for residents of Peachtree City and rest of Fayette County, reducing need for more expensive capacity expansion projects	\$ 1,881,762
TIA-FA-022	Southeast Industrial Park Path Connection	Bike/Ped	Southwest Subregion	Cart paths provide an important mobility option for residents of Peachtree City and rest of Fayette County, reducing need for more expensive capacity expansion projects	\$ 1,147,181
TIA-FN-002	SR 120 (Kimball Bridge Road) from State Bridge Road to Jones Bridge Road - Widening	Roadway	North Subregion	Project is in PLAN 2040, but in aspirations element; congested facility serving major employment center and linking SR 400 and I-85	\$ 21,000,000
TIA-FN-007	Rucker Road from Hardscrabble Road to Willis Road - Operational Improvements	Roadway	North Subregion	Project is in PLAN 2040 in 2030 network; companion project to widening projects along SR 140 corridor; ; key mobility corridor for Cherokee and northern Fulton Counties; TIA funding provides ability to design corridor to meet local desires, which may not be possible using federal funds due to FHWA logical termini requirements	\$ 19,000,000
TIA-FN-014	SR 400 from I-285 North to Spalding Drive - Collector Distributor Lanes	Roadway	North Subregion	Project is in PLAN 2040 in 2030 network; key mobility corridor for northern subregion and connects several major activity centers; leverages investment made under TIA-AR-030; to keep in all three scenarios, assumed 50% federal leveraging under Scenario C	\$ 95,000,000
TIA-FN-028	I-285 North and Hammond Drive Light Rail Transit Service from Perimeter Center to Doraville MARTA Station	Transit	I-285 Corridor	Project is in PLAN 2040, but in aspirations due to current lack of a viable sponsor and long-term operating fund source; updated cost reflects only light rail segment from Perimeter to Doraville (excludes section from Cumberland to Perimeter due to deliverability issues); produces a lower return on investment than other transit corridors, but should still be advanced through pipeline in the event that other funding sources become available; recommendation is for funds to continue environmental, design and engineering work; capital cost is \$460M, O&M for 20 years is \$78.9M	\$ 33,000,000
TIA-FN-030	SR 140 (Arnold Mill Road) from Cherokee County Line to Rucker Road - Widening	Roadway	North Subregion	Multiple projects along SR 140 corridor are in PLAN 2040 in various network years, primarily in 2030; key mobility corridor for Cherokee and northern Fulton Counties; TIA funding provides ability to design corridor to meet local desires, which may not be possible using federal funds due to FHWA logical termini requirements	\$ 46,000,000

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TIA-FN-035	SR 9 (Atlanta Street) from Chattahoochee River to SR 120 (Marietta Highway) - Widening and Corridor Improvements	Roadway	North Subregion	Project is in PLAN 2040 in 2030 network; primary north/south mobility corridor in northern Fulton County and links several town centers; main parallel reliever route to SR 400	\$ 20,400,000
TIA-FN-036	SR 140 (Houze Road) from Rucker Road to Mansell Road - Operational Improvements	Roadway	North Subregion	Project is in PLAN 2040 in 2030 network; companion project to widening projects along SR 140 corridor; key mobility corridor for Cherokee and northern Fulton Counties; TIA funding provides ability to design corridor to meet local desires, which may not be possible using federal funds due to FHWA logical termini requirements	\$ 19,600,000
TIA-FN-043	SR 120 (Abbotts Bridge Road) from Parsons Road (east of SR 141) to Peachtree Industrial Boulevard - Widening	Roadway	North Subregion	Project is in PLAN 2040 in 2030 network; congested facility linking SR 400 and I-85	\$ 28,000,000
TIA-FS-004	SR 6 (Camp Creek Parkway) from I-85 South to Welcome All Road - Widening	Roadway	Southwest Subregion	Project is in PLAN 2040, but in aspirations; key cross-regional corridor that provides alternate access from west side of region to airport; also serves major commercial activity center at Camp Creek Marketplace	\$ 61,000,000
TIA-FS-006	Beltline Trail Extension from West End Mall Area to College Park	Bike/Ped	Central Subregion	Low cost project that improves access between Belt Line and other town centers	\$ 2,125,920
TIA-FS-008	I-85 South at SR 74 - Interchange Improvements	Roadway	Southwest Subregion	Project is in PLAN 2040 in 2030 network; major bottleneck for south and southwest portions of region; key access corridor for much of Fayette County and a major freight activity center; link design and overall funding with TIA-AR-027 to ensure adequate related improvements at nearby intersections and other facilities can be made in conjunction with the interchange upgrades	\$ 22,500,000
TIA-FS-018	I-285 West at Cascade Road - Interchange Improvements	Roadway	I-285 Corridor	Interchange with constricted geometrics; to keep in all three scenarios, assumed 50% federal leveraging under Scenario C	\$ 11,800,000
TIA-FS-019	SR 70 (Fulton Industrial Blvd) from SR 6 (Camp Creek Parkway) to Frederick Drive - Intersection Improvements at Multiple Locations	Roadway	West Subregion	Corridor proposed for widening in PLAN 2040 in 2030 network, but this would be a lower cost option focusing on operational improvements; serves major freight activity center and is a key mobility corridor for western and southwestern parts of region	\$ 12,800,000

Transportation Investment Act (TIA) Constrained Project List

Scenario C - Transit Emphasis Investment List

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Project ID	Project Name	Project Type	Subregion	Notes	Recommended TIA Funds
TIA-FS-024	South Fulton Pedestrian Improvements - Boat Rock Road, New Hope Road and Jerome Road	Bike/Ped	West Subregion	Fulton County has pedestrian safety issues which cannot be addressed due to lack of local SPLOST	\$ 11,800,000
TIA-FS-026	SR 92 (Campbellton Fairburn Road) at South Fulton Parkway and Hall Road - Intersection Improvements	Roadway	Southwest Subregion	Improvements to the intersection of two key mobility corridors in southern Fulton County, which serve entire southwest and west subregions	\$ 7,500,000
TIA-GW-017	Heavy Rail Extension from Doraville MARTA Station to Oakcliff Road / New Peachtree Road	Transit	Northeast Subregion	"Down payment" on a fixed guideway rail service to connect Gwinnett County to MARTA system; project is in PLAN 2040, but not in constrained plan due to lack of long-term operating fund source; capital cost is \$171.9M and 20 years of O&M is \$9.4M	\$ 181,300,000
TIA-GW-025	I-85 North at SR 324 (Gravel Springs Road) - New Interchange	Roadway	Northeast Subregion	New interchange serving a major commercial center (Mall of Georgia)	\$ 33,300,000
TIA-GW-030	US 29 (Lawrenceville Hwy) from Hood Road to Hillcrest Road - Multiuse Trail and Pedestrian Improvements	Bike/Ped	Northeast Subregion	Low cost project that improves pedestrian safety	\$ 1,849,840
TIA-GW-031	I-85 North Transit Corridor (all phases)	Transit	Northeast Subregion	Project is in PLAN 2040, but in aspirations due to current lack of viable operator and long-term fund source for operations; this line item redefined to combine TIA-GW-032 thru TIA-GW-036; prohibitively expensive and produces a lower return on investment than other transit corridors, but should still be advanced through pipeline in the event that other funding sources become available; recommendation is for funds to continue environmental, design and engineering work; capital cost is \$1,277.9M and 20 years of O&M cost is \$215.5M	\$ 50,000,000
TIA-GW-042	Pleasant Hill Road from Howell Ferry Road to Chattahoochee River - Widening	Roadway	Northeast Subregion	Project is in PLAN 2040 in 2040 network; this congested corridor is a key connection between activity centers in Gwinnett and northern Fulton Counties; complementary project to maximize investment made under TIA-aR-024	\$ 6,600,000
TIA-GW-057	SR 316 at Harbins Road - Grade Separation	Roadway	Northeast Subregion	Project is in PLAN 2040, but in aspirations (other grade separation projects included in constrained plan, so this leverages those investments); key mobility corridor that links Atlanta region to Athens and rest of eastern Georgia; eliminates well-documented dangerous at-grade intersection	\$ 23,000,000

Transportation Investment Act (TIA) Constrained Project List

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Project ID	Project Name	Project Type	Subregion	Notes	Recommended TIA Funds
TIA-GW-058	SR 316 at Hi Hope Road / Cedars Road - Grade Separation	Roadway	Northeast Subregion	Project is in PLAN 2040, but in aspirations (other grade separation projects included in constrained plan, so this leverages those investments); key mobility corridor that links Atlanta region to Athens and rest of eastern Georgia; eliminates well-documented dangerous at-grade intersection	\$ 47,000,000
TIA-GW-059	SR 316 at US 29 - Grade Separation	Roadway	Northeast Subregion	Project is in PLAN 2040, but in aspirations (other grade separation projects included in constrained plan, so this leverages those investments); key mobility corridor that links Atlanta region to Athens and rest of eastern Georgia; eliminates well-documented dangerous at-grade intersection	\$ 51,000,000
TIA-GW-060	Sugarloaf Parkway Phase 2 Extension from SR 316 to SR 20 (Buford Drive) - New Alignment	Roadway	Northeast Subregion	Project is in PLAN 2040 in 2030 network; requires significant local funding which may not be feasible; provides alternate route for through traffic to avoid SR 20 corridor; critical link in cross-regional mobility corridor (Metro Arterial Connector) and improves accessibility to Mall of Georgia activity center; assumed 50% federal match under all scenarios	\$ 150,000,000
TIA-GW-073	Xpress Transit System - Gwinnett County Local Match	Transit	Northeast Subregion	Comparable level of support provided to existing transit services in Gwinnett County as has been recommended for Clayton and Cobb Counties	\$ 50,000,000
TIA-HE-001	US 23 / SR 42 from SR 138 to Butts County Line - Widening	Roadway	Southeast Subregion	Portion of project is in PLAN 2040 in 2030 network; key mobility corridor for southwest part of region; links multiple town centers and is primary reliever route to I-75 South; reduced funding amount proposed, with section south of McDonough eliminated	\$ 60,000,000
TIA-HE-003	SR 155 (North McDonough Road) from Bill Gardner Parkway to Racetrack Road - Widening (Phase 1)	Roadway	Southeast Subregion	Various projects in PLAN 2040, with portion in 2030 network; key mobility corridor linking Griffin and McDonough and also serves major freight area	\$ 36,660,000
TIA-HE-015	I-75 South at Bill Gardner Parkway - Interchange Improvements	Roadway	Southeast Subregion	Major bottleneck in southern Henry County; to keep in all three scenarios, assumed 50% federal leveraging under Scenarios B and C	\$ 9,500,000
TIA-M-022	I-20 East Corridor High Capacity Transit from Central Atlanta to Candler Road	Transit	Central Subregion	Can only fund under Scenario C; under other scenarios should still be advanced through pipeline in the event that other funding sources become available; recommendation is for funds to continue environmental, design and engineering work under Scenarios A and B; capital cost is \$575.9M and 20 years of O&M is \$239.0M	\$ 814,900,000

Transportation Investment Act (TIA) Constrained Project List

Scenario C - Transit Emphasis Investment List

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Project ID	Project Name	Project Type	Subregion	Notes	Recommended TIA Funds
TIA-M-028	Clifton Corridor Transit - Rail Corridor Phases 1A, 1B and 1C	Transit	Central Subregion	Project is in PLAN 2040 in 2040 network; prohibitively expensive, but should still be advanced through pipeline in the event that other funding sources become available; recommendation is for funds to continue environmental, design and engineering work; capital cost is \$1,003.8M and 20 years of O&M is \$313.0M	\$ 50,000,000
TIA-M-032	US 29 (Roosevelt Highway) Sidewalk Improvements and SR 279 (Old National Highway) Bus Service Improvements	Bike/Ped	Southwest Subregion	Key transit ridership corridor with major pedestrian access and safety issues	\$ 26,790,000
TIA-M-035	MARTA Station Access Enhancement Program	Bike/Ped	Regional	Maintaining and enhancing access/egress points to the existing heavy rail system must be a priority	\$ 29,598,999
TIA-M-XXX	MARTA State of Good Repair and Enhancements (Multiple Projects)	Transit	Regional	Maintaining backbone of regional transit system in a state of good repair must be a priority	\$ 650,000,000
TIA-RO-001	Sigman Road from Lester Road to Dogwood Connector - Widening and Corridor Improvements	Roadway	East Subregion	Combines multiple projects in PLAN 2040 from different network years; key mobility corridor for eastern part of region; primary parallel relief route for I-20 East	\$ 44,524,600
TIA-RO-007	Old Salem Road Realignment - Relocate Intersection Away From SR 138 / SR 20 Ramps at I-20 East Interchange	Roadway	East Subregion	Project in PLAN 2040 in 2030 network; companion project to TIA-AR-029; improves accessibility to/from/within major commercial activity center and relieves congestion at major bottleneck at SR 138 / I-20 interchange; design should be done in conjunction with TIA-AR-029 and TIA-RO-003; to keep in all three scenarios, assumed 50% federal match under scenario C	\$ 16,182,000

* Original version released on July 21, 2011 showed a transit subtotal of \$3,590,000,000 and an overall total of \$6,141,282,702. Reduction occurred due to subsequent decrease in cost for TIA-GW-017, but was largely offset by an increase in the cost of TIA-M-022. This scenario still approximates the original proportional split between modes and an overall total of approximately \$6.1 billion.

Subtotal for Bicycle/Pedestrian Projects	\$ 137,573,103
Subtotal for Roadway Projects	\$ 2,413,409,599
Subtotal for Transit Projects	\$ 3,551,400,000

TOTAL \$ 6,102,382,702